

The Hongkong Telegraph.

WEATHER FORECAST
FINE
Barometer 30.22

(ESTABLISHED 1831.)
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November 22, 1913, Temperature a.m. 68, p.m. 72; Humidity...79, 57.

November 22, 1912, Temperature a.m. 57, p.m. 70, Humidity...57, 31.

9,256 晚七廿月十年丑癸

MONDAY, NOVEMBER 24, 1913.

一拜禮 號四廿月一十英海曆

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TELEGRAMS.

THE AFRICAN TROUBLE.

INVESTIGATION DEMANDED.

Reuter's
[Service to the "Telegraph."]
London, Received Nov. 23.

It is strongly felt in London that the charges of brutality towards the Indians—denied in South Africa, but reiterated in India—are doing infinite harm, and ought to be thoroughly investigated and settled. It is pointed out that no names are mentioned, except in the one case of the alleged flogging to death, which was disproved.

It is understood that public opinion in South Africa is painfully mindful of the effects of the strike on the Rand, and will not consent to any concessions until law and order has been vindicated.

Press Opinion.

The *Pall Mall Gazette* deplores the stories of inhumanity against the Natal authorities, and says that it is unfortunate that Sir Louis Botha's attention is distracted by recriminations with Mr. Hertzog, at the South African Party Congress. The best symptom in the situation, the journal thinks, is the reasonable attitude of the Cape newspapers towards the Indians.

The *Morning Post* urges that Sir Louis Botha, despite political exigencies, should at least remove the tax on the Indians in Natal, and says that we are entitled to ask that immigrants be treated with some respect to justice and humanity.

The Situation.

Reuter's correspondent at Durban says the strike situation has now improved, and there is a probability of a general resumption on Monday. Some sporadic outbreaks have occurred. There was a melee at Avoca, and the native police arrested the ringleaders of the disturbances there, but Indians, armed with various weapons, attacked and overpowered the police and rescued the prisoners. The European police, however, soon arrived, and drove off the Indians and re-arrested the ringleaders.

Strike Apparently Ended.

Later.
The strike has apparently ended in Durban. All is quiet in the country districts, where rain has reduced the danger of cane fires.

AFRICAN POLITICS.

THE BOTHA-HERTZOG DISPUTE.

London, Received Nov. 23.
Reuter's Cape Town correspondent states that after prolonged and acrimonious discussions, the South African Party Congress, at which Sir Louis Botha and Mr. Hertzog were present, adopted by 131 to 90 a resolution that Congress leave the Botha-Hertzog controversy and request the Government to proceed with the administration of the country. Hertzog and his supporters left the hall in silence. It is believed that they will form a separate party, to be styled the South African National Party.

Later.
The followers of Mr. Hertzog who are seceding include 50 belonging to the Free State and 40 Representatives from the Cape, Natal, and the Transvaal. These will constitute the New National Party. A Conference will be held at Bloemfontein.

TELEGRAMS.

MEXICAN CRISIS.

SUPPORT FOR HUERTA.

Reuter's
[Service to the "Telegraph."]
London, Received Nov. 22.

A message from Mexico City says President Huerta's message to Congress was most terse. The Chairman replied, assuring the President of the whole-hearted co-operation of Congress, which was inspired by love of the Fatherland.

Twenty-seven Congressmen were absent, of whom 24 were Catholics. All the diplomats attended, except Mr. O'Shaughnessy, the American Charge d'Affaires.

President Huerta's staff wore side-arms, thereby violating the law forbidding soldiers to appear in the House armed.

A Strange Fact.

London, Received Nov. 23.
Much speculation has been aroused in Mexico City over the adjournment of Congress on the ground that there was not a quorum, though it was evident that a quorum was present. None of the Congressmen protested.

American Opinion.

The U.S. Government believes that President Huerta's power is crumbling. President Wilson is absolutely silent in regard to his future programme, as publication would impair efficiency.

Still Fighting.

The Mexican War Office announces that the Federals are still holding out at Victoria. A continuous battle inside the city has lasted for 24 hours. Federal reinforcements are hastening to Victoria.

A message from Victoria (B.O.) says the sloops *Algerine* and *Shearwater* have been ordered to proceed to the west coast of Mexico.

DOMINIONS EXHIBITION.

LATEST ARRANGEMENTS.

London, Received Nov. 23.
The British Dominions Exhibition for 1915 will be held at the Crystal Palace, which is now national property, and the sites will be gratis.

The Dominions and Indian Governments will retain the buildings, which were erected in 1911, which will require the smallest expense to refit. The exhibits will be permanent and are to remain for an indefinite period.

CRUISER AGROUND.

London, Received Nov. 23.
The Italian cruiser *San Giorgio* grounded on leaving the Straits of Messina. Fifty feet of her bows touch land. Five warships have gone to her assistance.

London, Received Nov. 24.
The *San Giorgio* is not in a dangerous position. She is being lightened and there are hopes of refloating her in a few days.

ROYAL ILLNESS.

London, Received Nov. 23.
The Duchess of Saxe-Coburg-Gotha has been operated upon for appendicitis.

KING ALFONSO.

London, Received Nov. 23.
King Alfonso is on a visit to Vienna.

TELEGRAMS.

HOME RULE.

THE EMPIRE AND ULSTER.

Reuter's
[Service to the "Telegraph."]
London, Received Nov. 23.

Mr. Bonar Law, speaking at Birmingham, said that if Home Rulers thought the British troops were going to shoot down Ulstermen at the bidding of those who in the House of Commons cheered the British defeats in South Africa, they were mistaken. When people said that the Empire favoured the coercion of Ulster they did not understand Empire. That was the last thing the Canadian or Australian would dream of. Natal's position in South Africa was not dissimilar to Ulster's. None dreamed of coercing Natal to join the Union, which was only effected after a plebiscite of Natal.

Sir Edward Carson followed. He said he would go straight on. He had never taken the slightest notice of suggestions of compromise. Ulster had the same privileges as the rest of the Kingdom and they would take nothing less.

A New Rifle Corps.

At a joint meeting of the Ancient Order of Hibernians and the Gaelic League it was decided to form a Rifle Corps to co-operate with the Citizen Army, which is recruiting in Munster, Leinster, and Connaught.

MR. LLOYD GEORGE.

"RAGGED" BY UNDER-GRADUATES.

London, Received Nov. 23.
Members of the Oxford Union thronged to listen to Mr. Lloyd George in winding up a debate on the Government's land policy. Undergraduates in motor-cars paraded effigies of the Chancellor of the Exchequer and, threw mangel wurzels and pheasants at his car.

Prior to the debate, a member asked whether Mr. Lloyd George had any stocks to sell. The President, amid cheers, refused to allow their guest to be insulted, and a resolution of "no confidence" was rejected by a majority of 68.

ANGLO-FRENCH FLEETS.

ARRIVAL IN EGYPT.

London, Received Nov. 22.
The bulk of the British and French Fleets have arrived, some at Alexandria and others at Port Said, where great preparations have been made for their entertainment. The French and Greek Colonies are participating.

C.P.R. IN AUSTRIA.

London, Received Nov. 22.
The Canadian Pacific Railway Co.'s Offices in Austria have been reopened with an Austria ex-Consul as manager. For the present, however, only freight, first and second-class passenger traffic is allowed.

A NEW CABLE.

London, Received Nov. 22.
Reuter's correspondent at the Hague says the Second Chamber has voted a credit for laying a telephone cable to Great Britain.

TELEGRAMS.

FRENCH COAL STRIKE.

70,000 MEN OUT.

Reuter's
[Service to the "Telegraph."]
London, Received Nov. 23.

The strike in the French northern collieries is assuming large proportions, and about 70,000 men are now idle.

London, Received Nov. 24.
Reuter's correspondent at Douai states that at a conference of coalowners and miners at Pese de Calais Nord, the former agreed not to insist on overtime before the Eight Hours' Bill now before Parliament becomes law, nor to dismiss any strikers. The Federation of Miners, in a manifesto, urges the men to resume on Monday.

HOME RACING.

MANCHESTER NOVEMBER HANDICAP.

London, Received Nov. 22.
The race for the Manchester November Handicap resulted as follows:

Dalmatian (Foy)..... 1.
Work Girl (Smyth) 2.
The Guller (Lodson) 3.
Sixteen ran. Won by a head, three lengths between second and third. Betting:—10 to 1 against Dalmatian; 100 to 7 against Work Girl; and 33 to 1 against The Guller. Print started favourite at 5 to 1 against.

Owing to fog, several races were abandoned.
King Midas was ridden by Ringstead and Ultimus by Herbert.

GERMAN ESTIMATES.

MORE FOR THE NAVY.

London, Received Nov. 23.
Reuter's correspondent at Berlin says the Budget Estimates give the expenditure on the Navy in 1914 as 487,952,167 marks, an increase of 7,698,273 marks; expenditure of the Army, 1,217,187,548 marks, a decrease of 152,051,998 marks; Colonial subsidies, 30,795,642 marks, a slight decrease.

The revenue from the Protectorates is expected to increase by 19,255,517 marks.

THE ROYAL VISIT.

GREAT AND LASTING GOOD.

London, Received Nov. 22.
The Archduke Franz Ferdinand, interviewed by a representative of Reuter's Agency, said that although his visit to Windsor was private, the opportunities of contact with British Ministers can only be productive of great and lasting good in the relations of the British and Austrian Governments.

WIRELESS.

LONG DISTANCE SPEAKING.

London, Received Nov. 22.
Reuter's Berlin correspondent reports that at the Congress of Naval Architects Rear-Admiral Emsmann announced that wireless telephone messages had been successfully transmitted between Neustadt and New Jersey.

TELEGRAMS.

NEW ZEALAND STRIKE.

AUSTRALIAN SYMPATHY.

Reuter's
[Service to the "Telegraph."]
London, Received Nov. 22.

Reuter's correspondent at Sydney says the lumps have declined to unload steamers from New Zealand in sympathy with the strike there.

All Quiet.

London, Received Nov. 23.

Reuter's Wellington correspondent says there are no further strike developments, and work is proceeding quietly. Nine hundred members of the new Union are working at Wellington. The conditions are nearly normal in Auckland.

CRIMINAL SESSIONS.

The Kwangtung Bank Note Case.

In the Supreme Court, this morning before His Honour Mr. Justice Gompertz (Paisana Judge) Ma Yuk-fan and Ma Kwan were charged on two counts with being in unlawful possession of property stolen abroad. The property in question is 12,500 Kwangtung bank notes of a face value of \$5 or a total value of \$62,500.

The Crown was represented by the Attorney General (Hon. Mr. J. A. Bucknill), Mr. E. H. Sharp, K.C. and Mr. Eldon Potter, who were instructed by Mr. J. H. Kemp (Crown Solicitor) and Mr. F. B. L. Bowley, Mr. M. W. Slade, K.C., instructed by Mr. G. K. Hall Brutton, appeared for the accused.

Mr. Slade moved to quash the indictment on the ground that it did not state the crime with which the accused were charged with sufficient particularity.

The Attorney General—There were three men brought before the Magistrate, and I think only two are mentioned in the indictment. With regard to the first man, Wong Chi-teun, I decided not to proceed against him, and my friend wants me to ask your Lordship formally that his recognizance should be returned and he discharged.

His Lordship—Certainly.

Mr. Sharp said the form of indictment that had been followed in this case, and exactly followed, he understood, was one that had lately received the approval of the Chief Justice at home—Lord Alverstone.

Mr. Slade—I have not developed my argument yet.

His Lordship—Your objection is?

Mr. Slade—That the crime is not stated with sufficient particularity. There are two counts to the indictment, which are identical with the exception of the two words. In one case, the first counts, the acts alleged are alleged to have been done feloniously. In the second count the same statement is made, excepting that the act is alleged to have been done unlawfully; that is to say, in the first count the charge is a felony, and in the second a misdemeanour.

His Lordship—It is the same offence differently stated? Mr. Slade—Yes. Take the first count, which is a felony. The men are charged that they, without lawful excuse, had a certain number of notes, the property of the Provincial Government of Kwangtung, which had been previously stolen outside the Colony, and that they knew at the time when they received the notes that they had been stolen outside the Colony. Now, "stolen" is not a word of art at all. As used in the indictment "stolen" is a vague word which, in colloquial language, will cover anything from a civil breach of trust to an armed robbery.

TELEGRAMS.

FEARS FOR A STEAMER.

LAST SEEN IN TEMPEST.

Reuter's
[Service to the "Telegraph."]
London, Received Nov. 22.

Grave fears are entertained regarding the safety of the Hamburg-America steamer *Acilia*, which left Valparaiso on October 23 for Montevideo. She was last seen rounding the Horn in a tempest.

Mr. Slade—Yes. We speak of a trustee stealing the money entrusted to him when it is no crime at all. He misappropriates money entrusted to him, but does not do it in such a way as to make it a crime, so that stolen is a perfectly vague term which may mean almost anything in the way of wrongful appropriation of another man's property. There are two main essentials to bring home the crime for which these men are indicted. The first is proof that the property has been stolen; the second, proof that they knew at the time when they received it that it had been stolen.

His Lordship—You mean at the time of the first receipt?

Mr. Slade—At the time when they received the money. The theme of the crime is that they took part in the crime because they, with knowledge of the crime, received the proceeds of the crime.

His Lordship—That part of the offence might be committed outside the Colony.

Mr. Slade—It is outside the Colony. They have in their possession within the Colony goods which they received with guilty knowledge outside the Colony.

His Lordship—Is it not sufficient that they received goods without guilty knowledge outside the Colony and have guilty knowledge in the Colony?

Mr. Slade—Certainly not. As alleged in the indictment, they had guilty knowledge at the time when they received the goods.

His Lordship—The charge is that they received and had in their possession in the Colony.

Mr. Slade said that was not his point. His point was on the word "stolen", which was a vague general word, and could cover all sorts of things that could be used in any indictment. "Stolen" alone was quite insufficient. It was only one element of the crime. Under sub-section 3 of section 80 of the Larceny Ordinance the word "stolen" included a vast number of crimes. Therefore, under the present form of indictment it was competent for the Crown to allege either that there had been a larceny, that there had been extortion, that there had been embezzlement, that there had been fraudulent conversion, or that the property had been obtained in any other conceivable manner which would cause a guilty person, if he were in the Colony, to be liable to indictment in this Court. What was it, that the Crown were alleging? Which one of those many crimes was it alleged that these two men in the dock had knowledge of? The vice of an indictment of this sort, was that it left open to the Crown to shift their ground during the course of the case at any time. They might start out with the intention of proving that the money had been obtained originally in a certain way. Then, at the very end of the case, they might throw that overboard entirely and use the very things let fall by various witnesses when they were not thinking of the subject at all.

In fact, they could charge the accused with having had knowledge of an entirely different crime. This could be done in reply, when there would be no opportunity on the part of the defence of covering the suggestion by argument or by evidence.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

The Mongols have defeated the Chinese in a fight near Kalgan.

A Durban telegram states that the strike is apparently ended there.

The Duchess of Saxe-Coburg-Gotha has been operated upon for appendicitis.

The Editor of the *China Republican* has been deported from Shanghai to Japan.

A Wellington telegram says that there have been no further developments of the strike.

The Dutch Second Chamber has voted a credit for telephonic cable connection with Great Britain.

The Italian cruiser *San Giorgio* grounded when leaving the Straits of Messina. There are hopes of refloating.

Wireless telephone messages have been successfully transmitted between Neustadt and New Jersey.

The British Dominions Exhibition of 1915 will be held at the Crystal Palace, which is now national property.

The strike in the French Northern collieries is assuming large proportions. About 70,000 men are now idle.

A Washington telegram states that the U.S. Government believes that President Huerta's power is crumbling.

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The German estimates show an increase on the Navy of 7,698,273 marks, and on the Army a decrease of 152,051,998 marks.

It is strongly felt in London that the charges of brutality in South Africa ought to be thoroughly investigated and settled.

The Chairman of the Mexican Congress assured the Provisional President of the whole-hearted co-operation of Congress.

As already pointed out, there were two counts to the indictment. From the case presented before the Magistrate against these two men, the Crown were apparently relying upon a set of facts which they alleged constituted larceny—a felony. There was not a suggestion in the case of the Crown before the Magistrate of anything but a felony being alleged. Now they had put in a count for a misdemeanour, and the defence were entitled to know, either by amendment of the count or by particulars, the misdemeanour which the Crown alleged these men had knowledge of at the time when they received the notes. Another point was, whatever the crime alleged against the accused, sufficient particulars should be given.

DON'T FORGET

TO-DAY.

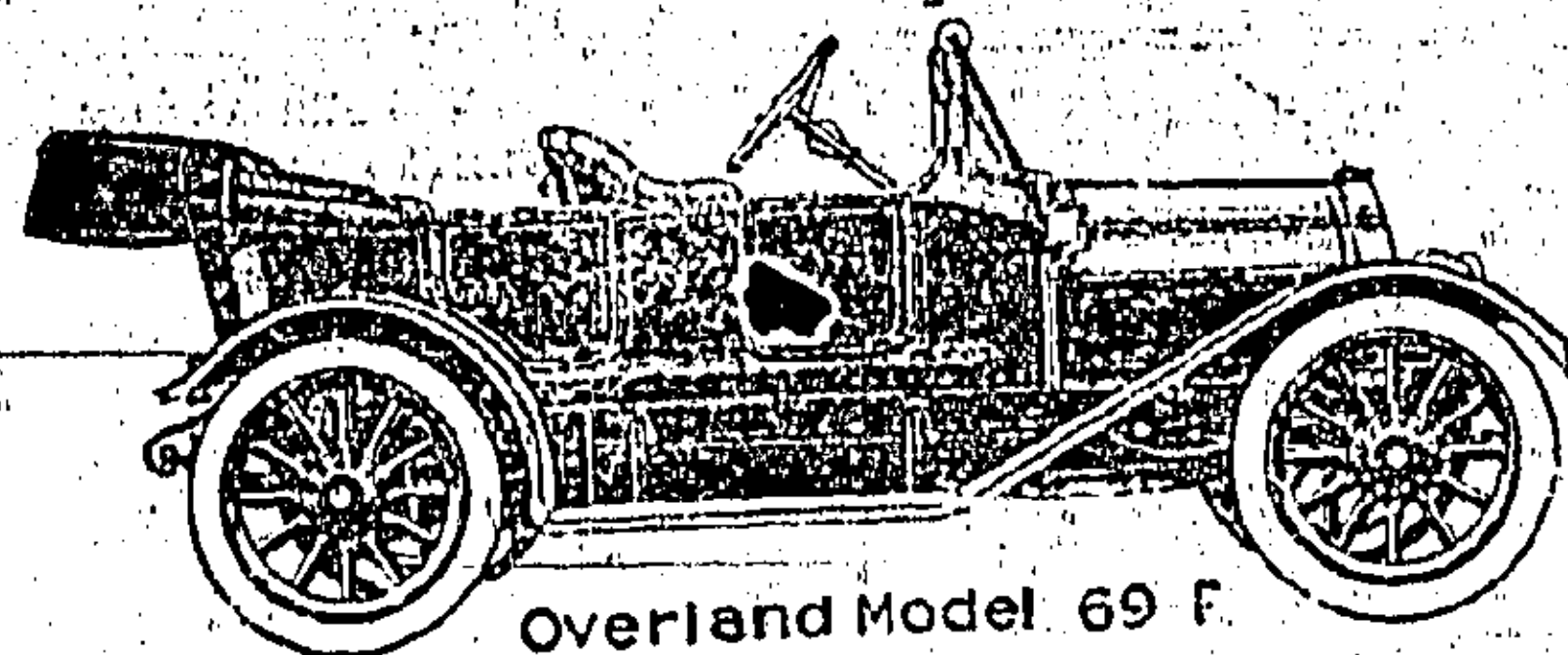
Victoria Theatre, 9.15 p.m.
Bijou Theatre, 9.15 p.m.

TOMORROW.

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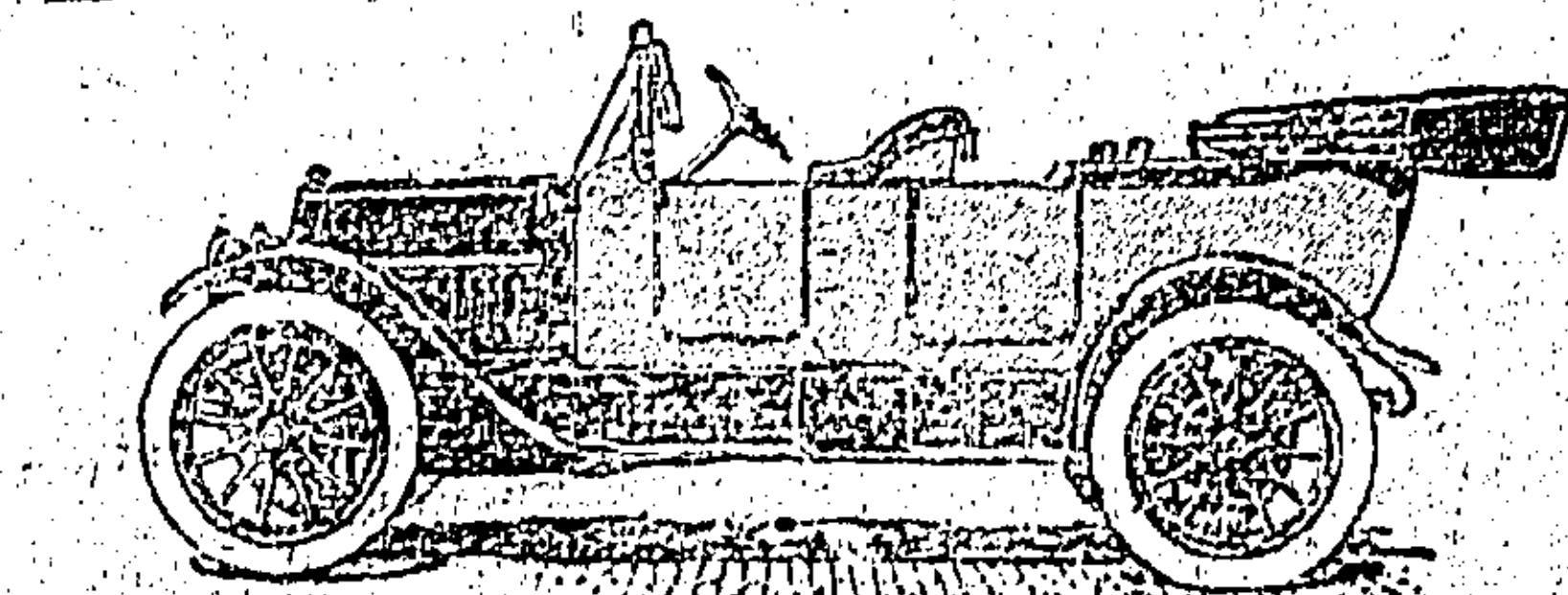
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Hongkong, 1st Feb. 1912. [18

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

Developing, Printing & Enlarging

Hongkong, 18th July, 1913.]



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CONTEMPORARIES.

South China Morning Post.

The Changes in the Philippines.

In order therefore to give the islanders an opportunity of showing their administrative qualifications, many good Americans have had to sacrifice their positions and interests in the Philippines. It is too early to forecast what will be the outcome of the many changes already effected and to come. For a time at least the administrative side of the Government has suffered. The efficiency of the Government has been reduced and the organisation demoralised. Time alone will show whether political ends have been gained to justify the upheaval in a service which for efficiency and honesty has created a "splendid record." Aguinaldo is at least fifty years ahead of the Philippines when he talks so glibly of their assumed ability to protect themselves, but the changes so far carried out, drastic as they are, should prove a valuable factor in solving for the United States Government the much contended questions of Filipino capacity to undertake the responsibilities of governing themselves.

Daily Press

The Tibetan Question.

The Tibet in demand at the Simla Conference for the recognition of the complete autonomy of the country has come as a painful shock to China, but the latter has, by her dilatory methods and blind obstinacy, worked herself into a position in which she has no alternative but to yield, as gracefully as may be, to the essentials of the demands of Tibet, and it is only in the haggling over details that she will stand any chance of having a remnant of prestige from the ruin. There is a close resemblance between the main line of the course of events in Mongolia and Tibet, and it was scarcely to be expected that the Tibetans would be content with less than the terms secured by the Urga authorities, and, in view of their complete defeat of the Chinese garrison nearly two years ago and of its consequent expulsion from the country, it would be unreasonable to expect them to admit Chinese authority. The independence of Tibet is, to all intents and purposes, a fait accompli, and in seizing the opportunity of asserting it the Tibetans have only been following the regular course of their relations with China; the degree of suzerainty exercised over Tibet by China has always been the resultant of two forces—the efforts of China to assert her authority and the power of Tibet to shake it off.

China Mail.

Filipino Freedom Dawned.

Wise or foolish, says the *Literary Digest* (New York) as one or another may judge it, new or old as they may call it, the writers of the press at least agree on the main fact that the Wilson Administration has now taken a definite step toward Filipino freedom. The announcement that henceforth native Filipinos will have a majority representation on the appointive Philippine Commission, thus giving them control of both houses of the Philippine legislature, is received with many misgivings by papers like the *New York Tribune* (Rep.) and *Journal of Commerce*, which have been arguing editorially against recent Democratic proposals for hastening the dawn of independence Day in the archipelago. On the other hand, a Democratic daily, the *New York World* hails it joyously as a long-wished-for fulfilment of party pledges, and as another reminder to dwellers in foreign lands of our national mission "to proclaim liberty throughout the world." The Administration is content with the admission that it acts with the express intention of hastening the ultimate independence of the islands. Yet the manner of announcement, after a somewhat puzzling silence, was not lacking in a certain dramatic quality.

For a good solid meal, a la Carter or Table d'Hôte with Wines & Liqueurs of the Best ALEXANDRA CAFE.

GENERAL NEWS.

Mean Tok o.

"Japan is a very abnormal country, and in Tokyo, the capital, there are great discrepancies. The Emperor's palace, surrounded by a great wall and moat, three noble parks, a few good streets, and a dozen handsome buildings, but, for the rest, the greatest collection of mean streets and shabby shanties I ever saw in my life. The population exceeds a million," says a South African visitor.

A Heartless Joke.

Mr. Hayward, a pupil at a school for the teaching of wireless telegraphy near Dublin, took in last month a message which purported to be an S.O.S. signal from the Empress of Britain. It said that the vessel had run on the Needles in a fog and was sinking fast. The message was brought to a newspaper office, where it was soon ascertained that the Empress of Britain is now in harbor at Quebec. The Canadian Pacific Railway Company's office in Dublin knew nothing about the affair, and it is pointed out that the average ship installation would not carry a message from the Needles to Dublin. It is assumed that the message about the Empress of Britain was sent by some local amateur, and is a stupid and cruel hoax.

Air Smugglers.

Yet another prophecy of the idealist is being fulfilled in fact. Some time ago we were told that, once aeroplane became practicable, trifles would disappear, for, so it was reasoned, it would be impossible for aerial Customs officers to check the rush of "free imports" through the air. Now we learn from Reuter that smuggling by aeroplane is being carried on between France and Belgium, lace, tobacco, and other goods being "dropped" at prearranged spots, where, needless to say, the Customs authorities are not represented. It will be interesting to see whether the authorities are able to cope with the difficulty that confronts them. If not, the aerial smugglers are likely to find many imitators.

The Indignity of It.

When Lord Rosebery a short time ago raised the question of the decay of manners, someone we think it was Mr. G. W. E. Russell—hastened into print to express his grief that young people of the present day frequently say "Sorry" instead of "I beg your pardon."

We sympathize intensely with these pessimists who see the firmament of the graces collapsing about their ears, says the *New Statesman*. We sympathize all the more sincerely since the day, a few years ago, when a young monkey in a house-agon's office observed that he supposed we should like to get into our new house as soon as possible. We never recognised the full indignity of all contractions, abbreviations, and modernisms till that moment.

The First Fairbairn Student.

When a little time ago it was decided to found a memorial to the late Dr. Fairbairn, it was felt that a studentship which would enable the holder to gain experience in practical work in a slum district would be appropriate and valuable, says the *Christian World*. In future a Mansfield College student will be sent annually for a year's training at Mansfield House, Canning Town.

Mr. A. W. Bonsey, B.A., who has just taken up the Fairbairn Studentship, is a son of Rev. A. Bonsey, who is returning to China after a furlough to take up the principality of Griffith John College, Hankow. After taking honours in Lit. Hum., Mr. A. W. Bonsey spent three years in Mansfield College, and then proceeded to Heidelberg and Marburg with a Proctor Travelling Scholarship, and studied under Professors Troeltsch, J. Weiss, Herrmann, and Jolicher. Now Mr. Bonsey is receiving an education of another, but not less valuable kind. Every week he visits a large number of East London families in distress, and is becoming familiar with the apathy and sense of injustice so general amongst the victims of casual labour.

OUR EASTERN FLEETS.

How British Naval Forces are Distributed.

A naval correspondent to the *Times* writes:—

In any examination of relative naval strength in the Pacific and Eastern Seas it would be misleading to dissociate one British squadron from another, since all the squadrons, those in China, the East Indies, and Australasian waters, have for some time formed one fleet, the idea being that in times of war they should operate under one commander-in-chief.

At present the squadrons of what has hitherto been known as the Eastern Fleet are in a state of transition. In Australia the first unit of the Commonwealth Navy has been created. It consists of the battle-cruiser *Australia*, of 19,200 tons; the light cruisers *Melbourne* and *Sydney*; and the destroyers *Yarra*, *Parramatta*, and *Warrego*, which are entirely new; with the light cruiser *Encounter*, used as a training ship.

There are also two light cruisers, the old *Australian* Squadron, the *Psyche* and *Pyramus*, which are now to have their headquarters at Auckland, with the *Philomel*, which is to be transferred from the East Indies and will be used as a training ship. The sphere of action of the New Zealand Division in peace time, unless some further change is made, includes the Pacific Islands below the equator to the south-west coast of America.

Following the arrival at Sydney of the principal ship of the new Royal Australian Navy, changes are being or shortly will be made in the composition of the British Naval Squadron in China. The battleship *Triumph* has just arrived in East waters, and the cruiser *Mormon* is about to be withdrawn from them for service in the Atlantic. Next month additions will be made to the destroyer flotilla in China. When these changes have been made the China Squadron will consist of the powerful pre-Dreadnought armoured cruiser *Minotaur*, of 14,000 tons, the battleship *Triumph*, the armoured cruiser *Hampshire*, of 10,580 tons, the two light cruisers *Newcastle* and *Yarmouth*, ten destroyers, and three submarines as well as 18 small craft for river duty. The *Triumph* will become receiving ship at Hongkong, but will be in active commission. The sphere of action of this squadron eastward has for some time extended to the Pacific slope, and westward it touches the Australia and East Indies Stations in the neighbourhood of Singapore.

In the East Indies the battleship *Swiftsure*, a sister ship to the *Triumph*, has relieved the light cruiser *Highflyer* as flagship, and the other vessels on the station are the new light cruiser *Dartmouth* and the older light cruisers *Pelorus* and *Fox*, as well as a small craft for use in the Persian Gulf.

Before the Imperial Defence Conference met in the summer of 1909 and formulated a plan for a Pacific Fleet of three squadrons on similar lines to the Eastern Fleet, the latter consisted of five cruisers, 15 light cruisers, five destroyers, and a number of sloops, river gunboats, &c., for the protection of local trade or coast towns. But the numerical strength of the Eastern Fleet was more notable than its fighting strength, as none of the five big cruisers was a modern vessel and only two carried guns heavier than 6 in. Recent changes have been in the direction of providing either more powerful or else more modern vessels for the Eastern Fleet; and, while there is a small reduction in numbers, in point of age and power the squadrons are in a more advantageous position than they were in 1909. All the armoured vessels carry guns of 7.5 in. or larger calibre; the *Swiftsure* has 10 in., and the *Australia* 12 in., while in point of speed it is worth noting that no fewer than five of the new "City" cruisers, designed for 25 knots, are in the fleet. Moreover, there were no submarines outside Great Britain in 1909, but three are now stationed at Hongkong and two are nearly ready for Australia.

A "TYPHOON" IN WALES.

Three-Minute Storm which did Terrible Damage.

A disastrous storm of wind swept over part of Wales on the night of October 27. The storm was apparently cyclonic in character and confined within comparatively narrow limits, but within these its force was altogether exceptional. At least two lives were lost in the storm, and the damage to property was very great. The damage is roughly estimated at between £30,000 and £50,000. Scores of people have been rendered homeless, and steps are being taken to find them temporary shelter.

Of the two men killed in the storm one was A. Woolford, a member of the Ton Pentre Football Club. Mr. Walter Brezga, trainer of the Ton Pentre team, stated that he was walking arm-in-arm with Woolford, when they were caught by the wind and blown a distance of 30 yards. Woolford fell on his head and Mr. Brezga had two ribs fractured. A body found in a field near Abercynon has since been identified as that of Thomas Llewellyn Harries, a collier. From the position in which the body was found it is believed that the man must have been carried 300 or 400 yards by the force of the gale.

There were many cases of injury, the most serious being those of Gertrude Wheeler, the daughter of the Treharris Congregational Chapel caretaker, and Gower Israel, the 10-year-old son of the postmaster of Edwastown, Merthyr Vale, who are suffering from fracture of the skull. William Blake, an octogenarian ex-Taff Vale Railway inspector, his son, William Blake, and a servant girl of 17, named Williams, were taken from the ruins of their house at Abercynon with fractured limbs. The roof was blown a hundred yards away.

The infant daughter of Mr. John Jones, contractor, Park Place, Cilyfnydd, had a remarkable escape. When the storm burst she awoke, and he took her downstairs. He had no sooner done so than the roof crashed in burying the child's bed.

Along the whole Taff Valley, from Treforest past Cilyfnydd and by Quaker's Yard to Treharris, wrecked structures and uprooted trees marked the path of the storm. It was first felt at Treforest, and it seemed to gather force as it entered the valley at Cilyfnydd. It rushed with a roar that one resident described "as like a train in the Severn Tunnel," and passing to the right of the Llanfabon mountain, entered an old railway cutting near Quaker's yard, and was afterwards deflected to Treharris. Along the whole way the storm was confined to a path of about 200 yards.

One of the most striking scenes of destruction was presented in Fairview-terrace, Abercynon, where some 60 houses had their roofs shorn off. Many of the buildings were completely wrecked. In the cemetery at Treharris monuments and tombstones were hurled down in all directions. Edwastown School, in the Merthyr area, was so badly damaged that it will be many weeks before it can be restored, and the children are meanwhile being accommodated in a neighbouring boarding school. At Cilyfnydd most of the chapels and churches were in the path of the storm and were much damaged, while the day schools there have had to be closed.

The effects of the storm were also felt in Cheshire. At Peckforton Castle, Lord Tollermeach's seat, the extensive greenhouses were demolished and the glass and parts of the woodwork were found a mile away. The damage on the Peckforton estate amounts to several thousands of pounds. At Willington, which stands on the hill opposite to Peckforton Castle, hundreds of trees were uprooted and many buildings unroofed. The roads were blocked for long distances with trees. According to most accounts, the storm lasted two or three minutes only.

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FOR SALE.

HARTING and ROGATE, on part of Kowloon Inland Lot 1154. Apply to LINSTED & DAVIS, 3rd Floor, Alandra Building, Hongkong, 2nd Oct., 1913. [211]

TO LET—Furnished for seven months from the first week in March 1914; No. 64, The Peak. Apply to G. M. HARSTON, Hongkong, 31st Oct., 1913. [997]

TO LET.—FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon, Cheap rentals. SHOP with GODOWN attached, Nathan Road, KOWLOON. Kowloon Marine Lot No. 48 with Wharf.

Apply to—HUMPHREYS ESTATE & FINANCE CO., LTD. Alexandra Buildings.

TO LET.—No. 3, "DURBAR VILLAS," Cameron Road, Kowloon. Apply to—SPANISH DOMINICAN PROCUATION. [1025]

Rowing Match at Henley.

An interesting match was rowed on October 29 over the Henley Regatta course between officers of the Royal Artillery and Royal Engineers in light crosswainless four-oared boats. The Royal Artillery crew won by four lengths. This race was the 13th of an intermittent series of matches between these two corps, and record is now seven to six in favour of the Royal Artillery. The Royal Engineers finished four lengths behind the winners, whose time over the course was 8 min. 59 sec.

Australian Tin Find.

It is generally admitted that the northern territory of Australia possesses wonderful mineral resources, but that these have not yet been properly developed. A report has been received from the Administrator (Professor Gilruth) to the effect that an extensive find of tin has been made at Beswick Creek by two prospectors. The scene of the find is 70 miles from Horshoe Creek, where the nearest battery is situated, and about 110 miles from pine Creek, the terminus of the railway. The Government Geologist has examined the find, and is of opinion that it is a pre-mountain lode, and probably extends 10 miles. Stone treated at the Horshoe Creek battery yielded 45 per cent. of tin.

WANTED.

WANTED.—Nurse or Nursery Governess for two young children. Reply to "A.C.G." c/o "Hongkong Telegraph." [1087]

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TO LET.—Two room Flats in Kowloon. Suitable for Europeans, in good airy locality. All Modern Conveniences. Terms Moderate. Apply H. RUTTON-JEE, Royal George Hotel, Hongkong, 17th Oct., 1913. [967]

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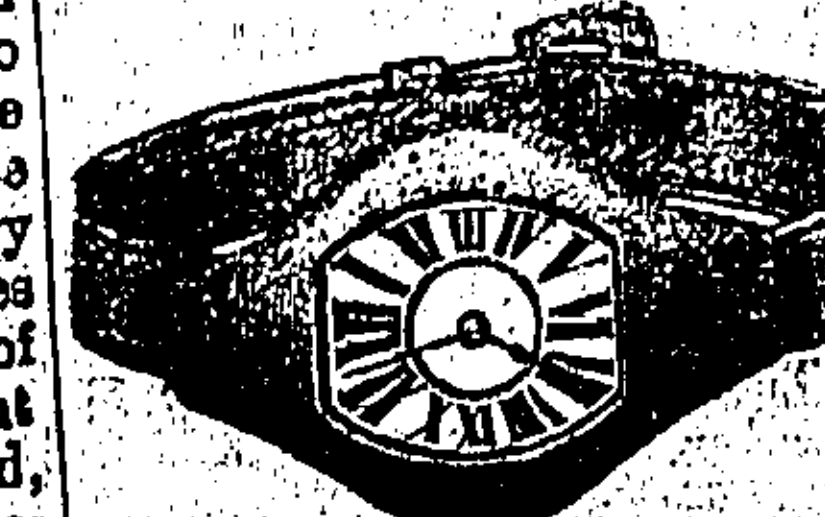
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The Hongkong Telegraph.

HONGKONG, MONDAY, NOVEMBER 24, 1913.

BIRTH.

JACKS—At Government Bungalows, Mt. Kellet, The Peak, on November 22nd, to Mr. and Mrs. P. Jacks, a son.

CANAL POSSIBILITIES.

Within the past few years many suggestions have been advanced for the bringing into more constant use the network of canals which spreads over England. Many of these great waterways have been allowed to fall into utter decay, and it is somewhat pathetic to see these now desolate and stagnant ditches with old hulks of barges, many of them reduced to skeletons, moored for the last time at wharfs which once were scenes of bustle and activity, but which to-day are quiet and silent. It is with deep satisfaction, therefore, that one notes a new movement which has been initiated in Birmingham for the betterment of England's inland waterways. By a peculiar coincidence this movement synchronises with one which aims at the improvement of the Grand Canal of China. In the case of England the neglect of the canal system is, of course, in large measure due to the growth of railways; the present lamentable condition of the Grand Canal, however, is more a matter of a disregard of proper conservancy methods, the results of which are seen in the deterioration of the dykes and the silting up of the bed to such an extent that many sections are now so shallow that navigation is completely stopped during each dry season.

The movement in Birmingham, which has been set on foot by Mr. Neville Chamberlain, calls upon the Government to form a Central Waterways Board, which shall acquire and control the canal system of the country, beginning with those linking the Thames, Humber, Severn and Mersey, which are known as "The Cross." At present these waterways are in different hands—many sections of them belong to the railway companies—and are of varying width and depth, with bridges of different height, and locks of different size. So until these and other canals are standardised no proper use can be made of the exceptional opportunities for inland water transit which the country possesses. Here it may be remarked that while various Continental countries have developed their system of inland water-traffic of recent years *pari passu* with the development of their railways, we have been content to neglect our national advantages in this respect.

In these days when, as a consequence of strikes, the tendency is towards higher railway transit charges, a revived canal system could be made great use of for the distribution of non-perishable commodities. Indeed, with our great ports mostly situated on the estuaries of rivers which can easily be canalised, if they are not canalised already, and with our great manufacturing centres growing up inland in proximity to the coal fields, the cheap transit which canals afford would be a most important factor in industrial progress. The work of our fathers in constructing these great waterways deserves to be developed and continued, for, despite the coming of the iron horse, it is evident that canals can to-day discharge functions of usefulness as great as, or even greater than, they could twenty or thirty years ago.

DAY BY DAY.

IT IS ONE OF THE UNDISPUTED FUNCTIONS OF GOVERNMENT TO TAKE PRECAUTIONS AGAINST CRIME BEFORE IT HAS BEEN COMMITTED.—MIL.

The Mails.

Siberian Mail.—Left per s.s. Chenan at midnight on Saturday.

Australian Mail.—Left per s.s. Empire at 11 a.m. yesterday.

Australian Mail.—Arrived per s.s. St. Albans yesterday.

English Mail of October 25.—Delivered in London on November 21.

American and Canadian Mail.—Arrived per s.s. Empress of Asia this morning.

American and Canadian Mails.—Closed per s.s. Persia at 4 p.m. to-day.

Australian Mail.—Closes per s.s. Nikko Maru at 11 a.m. to-morrow.

Exempted.

St. Joseph's College association has been exempted from registration under the Societies Ordinance.

New Steam Launch.

A new steam launch for the Hongkong and Whampoa Dock Co. built at the Commercial Dock, was launched on Saturday.

Smoking Concert.

Under the chairmanship of Mr. J. A. Tarrant, a smoking concert was held on Saturday evening at the Phoenix Club.

C.R.R. Passenger Agent.

Mr. W. T. Payne, chief passenger agent of the Canadian Pacific Railway s.s. Co., is staying at the Hongkong Hotel.

Stealing Tobacco.

For stealing two tins of tobacco, a Chinese was sentenced to seven days' imprisonment and four hours' stocks, at the Police Court, this morning.

The Offending Stranger.

At the Police Court this morning, a Chinese who arrived by the Antiochea was fined \$50 for being in unlawful possession of ammunition.

Visitors Departed.

Among the passengers by the s.s. Devanha were Sir James and Lady Dodd Shaw who have been guests at Government House during their stay.

Remanded.

A Chinese was alleged to have returned from banishment, and when he made an enforced call on Mr. Wood, at the Police Court this morning, he was remanded until Saturday.

New Chemist.

The name of Mr. Mathias Sinn, Government Civil Hospital, has been added to the Register of Chemists and Druggists.

No Escape.

A man who stole some cotton jumped into the Harbour when he saw he was about to be arrested. He was fished out, and at the Police Court, this morning, he was sentenced to six weeks' imprisonment and four hours' stocks.

New Doctor.

The name of Dr. K. O. H. Walther, Doctor of Medicine of the University of Berlin and German State Examination, has been added to the list of those entitled to practise medicine in the colony.

New Regulations.

New regulations relating to the examinations of masters and mates in the mercantile marine have been made by the Officer Administering the Government-in-Council under Sub-section (8) of Section 4 of the Merchant Shipping Ordinance, 1890. All regulations previously in force are cancelled.

Appointments.

Mr. Alan Eustace Wood has been appointed First Assistant Secretary for Chinese Affairs and Deputy Registrar of Marriages. Mr. R. E. Lindell has been appointed to act as Second Assistant Secretary for Chinese Affairs and Deputy Registrar of Marriages.

Interesting Debate.

In connection with the Y.M.C.A. Literary and Debating Society a debate will be held on "The Protection of Coastwise Shipping." Mr. J. G. Reid will lead in the affirmative and Mr. F. E. Grieve in the negative.

THE HONGKONG HOTEL COMPANY, LIMITED.

Mr. Lowe on Auditors and Directors.

The following letter is sent to the directors and shareholders of the Hongkong Hotel Company, Limited, by Mr. A. R. Lowe, O.A. It is dated November 21:—

Dear Sirs,
Upon my return to the Colony, I have read the speech of Dr. Noble as issued by the Company attached to an unlabelled notice to shareholders relating to the Extraordinary Meeting of the shareholders of the Hongkong Hotel Company, Limited, held on the 27th October, and I find the action of myself and co-Auditor referred to in such terms as are calculated to give the shareholders a public an erroneous view of the matter.

I deplore the necessity of defending myself in this manner, but I was away from the Colony when the meeting was called and I cannot permit Dr. Noble's remarks, which have appeared in the public Press, to pass without challenge, as he has attacked me.

Auditor's Views.

An Auditor's duties, although seemingly not well known to some local directors, are fairly clearly defined by both text and case law. His "lot is not a happy one," and he should receive the moral support of the shareholders in carrying out what frequently proves in this Colony to be a bitter and difficult task—the preaching of the gospel of exactness as far as possible in regard to Balance Sheets.

My unfortunate experience has been that local directors are very apt to treat any proper criticism of the manner in which they carry out their office in relation to Accounts as a personal affront.

I do not mean to imply that any local director is capable of acting dishonestly, but every Board of Directors is liable, even when acting in the best interests of the Company, to perform an ultra vires act. Directors, usually chosen from among responsible and successful businessmen, cannot be expected to specially study "Directors' duties and liabilities," as contained in various Ordinances and legal tomes before taking up a seat on the Board of a Public Company, but I may remark that these duties and liabilities were fairly fully set out in a recent series of articles which appeared in the Hongkong Telegraph.

When, in the exercise of his proper duties, the Auditor points out that a course of action is ultra vires and if persisted in might result in the directors being made personally liable for a large sum of money, one would think that the auditor, in addition to having performed his duties, would be entitled to more thanks than kicks.

This, however, has not always been my experience. I have actually on occasions been told, or had conveyed to me (not in the actual case under discussion), that if I persisted in my desire to do the right thing (the words used were, of course, not quite these) I should lose part of my living. Perhaps I have lost some of the jam.

The actual facts of the present case are as follows:—
On the 28th September, 1912, whilst considering the New Companies Ordinance, I came to the conclusion that the Directors of the Hongkong Hotel Company, Limited, had no power by which they could pay dividends in proportion to the paid-up value of the shares. The law is that a Company can only do so if authorised by its Articles, and the Company's Articles were silent upon this point. As a matter of fact this authorisation was included in the old Articles of 1883, when a prior new issue of shares was contemplated, but excluded from the new Articles passed in 1900. Mr. E. Osborne (Chairman) then said, "With the assistance of our lawyers, we have produced an almost new set, complete so far as the combined intelligence of our lawyers and ourselves are able to make them, and all are of a practical and useful character," and he summarised the principal alterations, one of which (No. 7) was "Revision of clauses bearing upon the disposal of Profits." It does not, therefore, appear that

what was done in 1900 was a flaw, omission or clerical error, but was so done deliberately and after due and careful consideration, and the shareholders must abide by it.

On the 28th September, 1912, I addressed a letter to the Chairman and Directors on the subject and quoted them two appeal cases in which the particular point had been considered.

My sole object was to assist the Directors and to enable them to take the necessary steps to right themselves before the Accounts were next presented for audit. I had previously had occasion to differ with the views of the Directors as to their Balance Sheet, but this did not influence me to hold the information up until the last moment. They received this information from me five months before the next Balance Sheet had to be issued and from the Auditors' Report both old and new shareholders saw the point at once and at the same time, and therefore if certain people are to be dubbed "speculators," in its meaning as gamblers, for buying, surely this applies equally to sellers.

To my letter I received no official acknowledgment. I did receive a private hint from one of the Directors, now absent from the Colony, asking for details of the cases to which I had referred in the Board, and to this I replied giving what details I possessed and advising that the Company's lawyers should be asked to look the matter up, possessing as they had the legal books of reference, which I had not.

In the same letter, dated 27th September, 1912, I advised the setting up of the Unpaid Capital as being the only proper way out of the impasse.

I heard afterwards that the Directors were very angry with me and considered that I was interfering with a matter which did not concern the Auditors. This point of view would be quite unintelligible to a practising Accountant at home. For Lord Justice Lindley in the Kingston Cotton Co. (No. 2) 1896/2 Ch. 284 (O.A.) said:—"Auditors are, in my opinion, bound to see what exceptional duties, if any, are cast upon them by the Article of the Company whose Accounts they are called upon to audit. Ignorance of the Articles and of exceptional duties imposed upon them, would not afford any legal justification for not observing them."

Mr. J. Fries and I were appointed Auditors to protect both the old and the new Shareholders, and our remuneration is paid jointly by both parties. All we have to do is to see these interests are in accordance with the law of the land as modified by the Company's Articles, and when one class was seen to be obtaining an advantage, innocently or otherwise, of the other we regarded it as our duty to point it out. We still hold to this opinion in spite of anything Dr. Noble now says.

The next phase developed when on February 5th, 1913, I saw the announcement that "subject to audit" the half-yearly dividend on all new shares would be paid as before. On February 7th, I again addressed the Chairman and Directors, and stated that it would appear that the Board had gone into the matter and found they were acting correctly and that I should be much obliged if I may be allowed to inspect the legal opinion "in order that I may satisfy myself and co-Auditor that the payment out is correct for the past half-year."

To this request, the Board acceded on February 12th, with a somewhat ill grace.

Mr. Jeffries and I read and did not agree with the opinion of the Company's legal advisers, and, to protect ourselves, we sought the advice of Mr. C. D. Wilkinson before signing the Balance Sheet of 31st December, 1912.

Our legal adviser, Mr. C. D. Wilkinson, under date of February 24th, sent me his opinion supporting us in our contention and a copy of this letter we immediately sent to the Directors for their information, together with the signed Balance Sheet, which was being pressed for as the Directors had decided to hold the meeting on the 8th March.

Dr. Noble, in his speech of the 27th ultimo, quoted a portion of Wilkinson's letter to me and then added these words of his own:—"This advice our Auditors do not seem to have acted upon."

If Dr. Noble had continued to read to the shareholders Mr. Wilkinson's letter they would have heard these words:—

"Nevertheless it seems to us in the present instance that it might be held that a true and correct view of the state of the Company's affairs would not be exhibited in the balance sheet if no mention were made in it, under the heading of 'liabilities,' of the contingent liability of the Company to pay out of its reserve fund the balance of the amount which should have been paid to the holders of the new shares, and, for this reason, we think that a contingent liability in this respect ought to be mentioned in the balance sheet."

I venture to think the shareholders will gather a very different impression on reading this further quotation from Mr. Wilkinson's letter, from the one left upon them by Dr. Noble. In fact the Auditors did act up to their legal advice.

Another point which Dr. Noble sought to make was that I had voted against my own resolution and used certain words of mine passed in ordinary conversation which seemed to corroborate his point of view.

Is it possible that Dr. Noble does not even now understand the position?

The resolution is not mine, and as evidence by my letter of September 27th above quoted, I have always thought that the easiest and the only really equitable way out of the difficulty was to call up the unpaid capital. I further told Dr. Noble so at an interview of over two hours' duration at his office, and, at his request, on 24th June last, when he himself read out the draft resolution he now describes as mine for my approval, and I then said, if he would enlarge it to make it retrospective, it would satisfy me as an auditor if the shareholders passed it.

He informed me then they would not pass it, but demanded the calling up of the capital to make all the shares alike under the terms of the resolution creating the additional shares; further, that the additional capital obtained was to be used to pay off the current liabilities and any balance in buying back the debenture debt, and as a *quid pro quo* they would not claim the dividends short paid for past years. My reply was:—"It was a very generous compromise on the part of the new shareholders, and that all I could advise the Directors to do was to jump at such an offer. At this date I was not a shareholder and was informed by Dr. Noble it was practically impossible for me to buy the shares, but that if I did buy 'new' shares I would be a loser."

The above clearly shows that the resolution was neither a measure of mine nor favoured by me, and for Dr. Noble to treat it as such, and use it as a denunciation for my voting against it, is, to say the least, incorrect and unfair and calculated to mislead.

New shareholders are entitled in my opinion to say:—"We will not give up our rights conferred upon us by the conditions of the issue of the partly paid shares, and even if we do not require to be paid back dividends, we do claim future dividends and are prepared to pay our uncalled capital so that there can be no injustice to the present fully paid-up shareholders."

As an Auditor I say to the Directors:—"As things are, I cannot give you a clean certificate unless your Articles permit you to pay pro rata dividends, and the way to do this is to alter your Articles if the shareholders will pass the alteration. You must also satisfy me that there is no contingent liability for past years."

The account of the reasons governing the withdrawal of the original resolution at the first meeting, and its revival at the second meeting is interesting, but if its retrospective nature is not acknowledged, I should like to know how the Directors intend to get over the difficulty of dividing profits already made, say, to June last, under an Article which cannot come into force until long afterwards and therefore cannot apply retrospectively. Was not

THE "TELEGRAPH'S" ACROSTIC.

1. S a l a d
2. C a l i g u l a
3. Q u e e n
4. T o l t e c
5. C y m b e l i n e
6. H o u y h n n a m s

Notes:—(1.) "Salad days" Antony and Cleopatra, Act I So v. (2.) Caligula, a little boat. (3.) Midsummer Night's Dream. (4.) Gulliver's Travels.

herefore, the hint Dr. Noble took from me a good one?

Mr. Maitland has something to say about equity, but when the Company has paid the Directors' expenses for a legal opinion which turns out to be wrong, I fail to see the equity of refusing to pay the Auditors' legal expenses for an opinion which was right. The Auditors have had to meet these expenses out of their meagre fees.

The role of the "scapegoat" is one I have no fancy for, and perhaps it is time shareholders should know that an auditor's duties do not wholly consist of making blue pencil ticks in nice clean ledgers and seeing that payments for the office stationery are duly vouched.

Shareholder's Opinion.

As a shareholder, as distinct from an auditor, I have the following remarks to make:—

It was not until 22nd July last that I bought any Hotel shares, and I bought in my name, both old and new shares for myself and clients, so it will be seen that I bought long after the recent rise had taken place and got no advantage from any special knowledge in my possession in September, 1912. In fact the market value is lower now since I bought. The transferred deed states I bought them "subject to the several conditions" on which the transferor held the same, i.e., I bought whatever rights the old shareholder possessed. Now some of the new scrip which came into my hands was in the name of the Daily Farm Co., Ltd., and transferred to me by its directors:—Messrs. J. W. Noble and J. Scott Harston, under a recent transfer. Dr. Noble says:—"The trouble has arisen because some of the old shareholders have been tempted by the profit offered and sold their 'new' issues also. It is all the result of speculation, gentlemen, nothing else. It is wrong in principle, it is not sound business."

Dr. Noble told me of the attitude he was taking on June 24th last, so he knew, and I knew, what was happening. If Dr. Noble, as director of the Daily Farm Co., has taken my money for certain rights in the shares I purchased, I fail to see on what equitable grounds he can object to my trying to preserve what I have paid a full market price for. I think I have every right to say, as he does, "It is wrong in principle, it is not sound business," but with more justification.

Dr. Noble says:—"What trading is done on the strength of this uncalled capital? We have two classes of creditors. The Bank, to whom we owe \$50,416. The debenture holders, who have contributed \$750,000 for us to trade with." The last published accounts showed the Bank a creditor for \$138,701, so Dr. Noble's figures have not been before the shareholders and presumably are those at date, but he has omitted any mention of sundry creditors, usually about \$30,000 to \$40,000, and that a dividend is payable which requires further borrowing from the Bank to meet, so that in addition to debentures there is about \$150,000 owing which, if the shares are called up, can be met and leave a not excessive sum in hand for any ordinary capital expenditure requirements without borrowing and thus place the Hotel in a very independent position as regards its finances, and it seems strange that the Hongkong Hotel Directors object to be placed in this enviable position which directors in other Companies strive to attain. Granted this is the position now, it is not fair to assume this credit obtained from the uncalled capital was not of much more use during the past four years.

(Continued on Page 5.)

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It is true, as Dr. Noble points out, that there is not so much P.R. for this credit of uncalled

The cargo of raw silk shipped on board the "s.s. Armand Behio" which left this port on October 21 was delivered at Lyon on the 20th instant.

Per s.s. Amazone, 5th Oct.,
Marcelles.—Mr and Mrs M
Fournel, Gilsard, Dr Thibon de Cou
Mr and Mrs Petit Huguenin, Mr and
Wulfschlegel, Yennaco, Mr and
Yuchoust, Riv, Charnier, Miss Mig
Per s.s. Princess Alice, 16th Oct
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Kollecker, Mr Naxel, P H Mol
Rev C C Morris, C B Johnson, M
Mrs A Drebin,

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J. O' HARA,
Colonel, A.P.D.
Treasury Chest Officer.
His Majesty's Treasury Office.
Hongkong, 22nd Nov, 1913. [1040]

S.S. "TINGSANG"

GILMAN & Co.,
Lloyd's Agents
8a, Des Vœux Road Central.
Hongkong, 22nd Nov., 1913. [103]

OPENING OF ST. ANDREW'S
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H.E. Mr. CLAUD SEVERN
the Officer Administering the
Government, will open the building on **THURSDAY, November 27th at 5 p.m.**
All who are interested are cordially invited to be present.

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THE Undersigned has received instructions from H. O. HAYNOR Esq., to sell by Public Auction on **FRIDAY,**

the 28th November, 1913, com-
mencing at 2.30 p.m.
at Room No. 8, Top Floor, 14, Des
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**A Quantity of Valuable House-
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On view from THURSDAY
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Catalogues will be issued.
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having arrived from the above
ports, Consignees of cargo by ho
are hereby informed that all goods
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the hazardous and/or extra hazar
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and Kewloon Wharf and Godown
Company, Limited, whence, and
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Goods not cleared by the 1 Dec., at 2 p.m. will be subject rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on 1st Dec., at a.m. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case where

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All Steamships leave Hongkong at noon.

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S.S. "Torilla" 5,205 tons, Capt. Swanson, will be despatched for SINGAPORE, PENANG & CALCUTTA on 30th November.

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The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

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HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

Monday, 24th November.

10.00 p.m. "Kinshan," 5.00 p.m. "Fatshan,"

8.00 a.m. "Fatshan," 8.00 a.m. "Honam,"

10.00 p.m. "Honam," 5.00 p.m. "Kinshan,"

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

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Aki Maru Capt. E. Kon T. 12,500 TUES, 2nd Dec. at noon

Sado Maru Capt. Asakawa T. 12,500 TUESDAY, 16th Dec. at noon

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Nikko Maru Capt. Takeda T. 9,600 TUESDAY, 25th Nov. at noon

Kumano Maru Capt. Winkler T. 9,300 WEDNESDAY, 17th Dec. at noon

CALCUTTA, via Singapore, Penang and Rangoon

Sanuki Maru Capt. Deguchi T. 12,500 SATURDAY, 29th Nov.

BOMBAY via Singapore and Colombo

Bombay Maru Capt. Tozawa T. 6,000 SATURDAY, 29th Nov.

Hitachi Maru Capt. Yamawaki T. 12,500 THURS, 4th Dec. at 11 a.m.

KOBE & Yokohama

Tottori Maru Capt. A. Moses T. 12,500 MONDAY, 1st Dec.

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Kitano " 16000 " " 11th February.

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Kamo " 16000 " " 8th April.

Kashima " 20000 " " 22nd ".

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Shidzuoka Maru 12500 tons sails Tuesday 27th January.

Tamba " 12500 " " 10th February.

Aki " 12500 " " 24th ".

Sado " 12500 " " 10th March.

Yokohama " 12500 " " 24th ".

Awa " 12500 " " 7th April.

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For further information apply to Telephone No. 292.

T. KUSUMOTO, Manager.

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For Steamers. To Sail.

TIENTSIN.....Kueichow.....25th Nov. at noon

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MANILA, CEBU & ILOILO.....Chinhua.....26th Nov. at 4 p.m.

SHANGHAI.....Anhui.....27th Nov. at 4 p.m.

SHANGHAI & TSINGTAU.....Yingchow.....29th Nov. at m'night

SHANGHAI.....Luchow.....4th Dec. at 4 p.m.

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Hongkong 24th Nov., 1913.

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(Odessa via usual ports of call.)

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The S.S. Voronej, 5,516 R.T., Capt. Oranovsky, is expected to arrive here about the 22nd day of November, 1913.

The S.S. Kuorsk, 6,400 R.T., Capt. Padalka, is expected to arrive here about the 5th day of December, 1913.

N.B.—The exact date of arrival will be published after the receipt of sailing telegram from the last port of call.

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Electric Light Fans in every cabin; competent stewardesses carried.

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To San Francisco from Hongkong calling at Shanghai, Nagasaki, Kobe (via Inland Sea), Yokohama and Honolulu (via the Pacific). Through Service via New York to Europe.

Some Features of Service.

Electric Fans, Swimming Tank, Orchestra, Amusements, Wireless, Submarine Signal Service, and Blige Keels.

Cuisine under Personal Supervision of Mr. V. Moroni, one of the World's most famous caterers.

First Class to London.....£71.10. Return (6 months) £130.

Intermediate to London.....£65. " " £109.

First Class to New York.....£60. " " £96.10.

San Francisco £45. " " £68.

Steamer: Persia.....27,000 Tons, Sailing Nov. 24 at 5 p.m.

Passengers holding through tickets have the privilege of travelling by rail between Kobe and Yokohama, free of charge.

Hongkong-Manila Service.

From HONGKONG. Arrive Manila. Leave Hongkong. Leave Manila.

Nov. 24. PERSIA. Nov. 27. Nov. 26. KOREA. Nov. 28.

* Intermediate Steamers.

King's Building (Opp. Blake Pier), R. C. MORTON, Telephone No. 142

Hongkong, 24th Nov., 1913.

Trans-Pacific International Exposition—San Francisco—1915.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.</

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)
 For Steamship On
 TIENTSIN.....Chipshing.....Tues., 25th Nov. at 11 light
 SPORE, Pang & C'outta.....Lova.....Tues., 25th Nov. at noon
 TIENTSIN.....Cheongshing.....Fri., 28th Nov. at noon
 SHANGHAI.....Hansang.....Fri., 28th Nov. at 11 light
 SPORE, Pang & C'outta.....Kutsang.....Sat., 29th Nov. at noon
 SANDAKAN.....Hinsang.....Sat., 29th Nov. at noon
 MANILA.....Yunsang.....Sat., 29th Nov. at 2 p.m.
 SPORE, Pang & C'outta.....Kumsang.....Wed., 3rd Dec. at noon
 MANILA.....Loongsang.....Sat., 6th Dec. at 2 p.m.

Return Tours To Japan (Occupying 24 days)
 The steamers "Kutsang," "Namsang," and "Lalsang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Kumsang," "Lova," "Yatsing," and "Suisang," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.
 The steamers "Choyang," "Kwongsang," and "Hansang" will call at Swatow on their way down from Shanghai.
 These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.
 *Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
 †Taking cargo on Through Bills of Lading to Yangtze Ports, Choo, Tientsin, Dally, Weihaiwei, Tsingtau, etc.
 ‡Taking cargo on Through Bills of Lading to Kudat Lahad, Datu, Simporas, Tawau, Usukan, Jesselton and Labuan.
 For Freight or Passage, Apply to JARDINE, MATHESON & CO., LD.
 Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
 Subject to change without Notice.

"Shire" Line Service.—Homeward.
 For Steamship Date of Sailing
 LONDON & ANTWERP.....Denbighshire.....25th Nov.
 LONDON & ANTWERP.....Den of Clamis.....21st Dec.
 Trans-Pacific "Shire" & "Glen" Joint Service.
 VICTORIA VVER STLE.....Den of Airle.....27th Nov.
 TACOMA & PLAND.....Merionethshire.....21st Dec.
 VICTORIA VVER STLE.....Merionethshire.....21st Dec.
 TACOMA & PLAND.....Clenroy.....18th Jan.
 North accepted on through Bills of Lading to all ports in Europe and North and South America.
 For Freight or Passage, apply to JARDINE, MATHESON & CO., LD.
 Telephone No. 215 Sub. Ex. No. 9. Agents.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
 Yokohama, Kobe, Hongkong and Rangoon.
 EASTWARD.

The S.S. will be despatched for YOKOHAMA, KOBE & MOJI at an early date taking cargo and passengers at current rates.
 For Freight and Passage, apply to JARDINE, MATHESON & CO., LD.
 Telephone No. 215. Agents.

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS
 FORGE-MASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.
 Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34' 6"
 Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.
 100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons.
 50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.
 AGENTS for: JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-12/ to 150 B. H. P.
 As supplied to the British Admiralty & War Office.



Old type Motor and Reverse Gear.
 B.H.P. Paraffin 7 1/2, Petrol 80.
 MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN-BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.
 MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.
 Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.
BUTTERFIELD & SWIRE,
 HONGKONG, CHINA & JAPAN, AGENTS.
 Telegraphic Address: "TAIKOODOCK"
 TELEPHONE No. 221.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To.	To be Dispatched
London, Glasgow & Antwerp	Glenurriel	S. T. A. L.	28, Nov.
Rotterdam, Hamburg & Co.	Macdonia	A. L.	15, Nov.
Copenhagen, Gothenburg and Baltic Ports	Coylon	A. N. Co.	15, Jan.
Marseilles and Hamburg, &c.	Ukormark	A. L.	28, Nov.
Rotterdam, Emden & Hamburg	Sambis	H. A. L.	29, Nov.
London, Rotterdam & Antwerp	Denbighshire	M. Co.	15, Nov.
London & Antwerp via S'pore & N'les	Nubia	P. & O.	26, Nov.
Havre & Hamburg &c.	Segovia	H. A. L.	2, Dec.
Marseilles, via Saigon, S'pore, N'les, G'oa, A'rs, G'tar, S'ton	Amazona	M. M.	2, Dec.
Colombo, Port Said	Nippon	S. W. Co.	2, Dec.
T'te, Fiume, V'ce, via S'pore etc.	Mishima M.	N. Y. K.	3, Dec.
Marseilles, London & Antwerp via Singapore &c.	Assaye	P. & O.	6, Dec.
London, via Usual Ports of Call	Westphalia	H. A. L.	8, Dec.
Marseilles, Bremen & Hamburg &c.	Brasilica	H. A. L.	15, Dec.
Rotterdam, Hamburg & Antwerp	Africa	S. W. Co.	15, Dec.
Trieste, via Singapore, Penang, Colombo, etc.			

NEW YORK SAN FRANCISCO AND CANADA

New York	O'f Baroda	B. L. L.	25, Nov.
San Francisco	Indramayo	J. N. Co.	M. of Nov.
V'toria, B.C., T'ma via Japan &c.	Tacoma M.	O. S. K.	27, Nov.
Vancouver, Seattle and/or Tacoma & Pland Or.	Sithonia	H. A. L.	27, Nov.
San F'co via Manila & Japan &c.	Persia	P. M. Co.	25, Nov.
V'toria, B.C. & T'ma via S'hai &c.	Korea	P. M. Co.	9, Dec.
San Francisco via Manila &c.	Panama M.	O. S. K.	10, Dec.
Japan &c.	Hongkong M.	T. K. K.	28, Nov.
Victoria, B.C. & Seattle via Shanghai, &c.	Aki M.	N. Y. K.	2, Dec.
Boston and New York	Muncaster	D. & Co.	5, Dec.
Victoria, Vancouver, Seattle, Tacoma & Portland	D. of Airle	J. M. Co.	27, Nov.
Vancouver, via S'hai, Japan etc.	E. of Asia	C. P. R.	4, Dec.

AUSTRALIA.

Australian Ports via Manila	P. Wald.	M. & Co.	29, Nov.
Australian Ports via Manila	St. Albans	B. & S.	2, Dec.
Australian Ports via Manila	Nikko M.	G. L. Co.	11, Dec.
		N. Y. K.	25, Nov.

SINGAPORE COAST PORTS AND JAPAN.

Yokohama, Kobe and Moji	Fultala	J. M. Co.	Q. desp.
Japan	Tjitaroom	J. C. J. L.	Q. desp.
Batavia, Cheribon, Samarang &c.	Pjibodas	J. C. J. L.	Q. desp.
Mexican, Peruvian and Chile Ports via Japan	Amoy M.	T. K. K.	3, Dec.
Shanghai	Tjikina	M. & Co.	Q. desp.
Singapore, Penang and Calcutta	Africa	J. W.	1, Dec.
Jessellton, Kudat and Sandakan	Kutsang	M. Co.	29, Nov.
Y'hama and Kobe via Shanghai	orneo	M. Co.	2, Dec.
Singapore, Penang & Calcutta	E. F. Ferind	S. W.	29, Nov.
Kobe	Kutshang	J. M. Co.	29, Nov.
S'hai, Nagasaki, Kobe & Y'hama	Coblenz	M. & Co.	10, Dec.
Tientsin	P. Alice	M. & Co.	25, Nov.
Shanghai	Kueichow	M. & Co.	26, Nov.
Shanghai, Moji, Kobe & Y'hama	Anhui	B. & S.	27, Nov.
Shanghai, Y'hama, Kobe & Moji	Sinle	F. & O.	28, Nov.
Anping and Takao via Swatow	Ceylon	A. N. Co.	14, Dec.
Swatow, Amoy and Foochow	Sosho Maru	O. S. K.	26, Nov.
Manila, Mangarin, Iloilo & Cebu	Haltau	D. L. Co.	25, Nov.
Batavia, Cheribon, Samarang, &c.	Rubi	S. T. Co.	3, Dec.
Manila, Cebu and Iloilo	Tijpanas	J. C. J. L.	Q. desp.
Singapore, Penang and Calcutta	Chihua	B. & S.	26, Nov.
Shanghai & Tsingtau	Torilla	D. S. Co.	30, Nov.
Shanghai, Kobe & Yokohama	Kumsang	J. M. Co.	3, Dec.
Swatow, Amoy & Foochow	Yingchow	B. & S.	29, Nov.
Kobe & Yokohama	Polymeston	M. L. Co.	1, Dec.
Nagasaki, Kobe & Yokohama	Haiching	D. L. Co.	28, Nov.
Shanghai & Tsingtau	Hitachi M.	N. Y. K.	4, Dec.
Anping, Sakao via S'tow & Amoy	Tango M.	N. Y. K.	17, Dec.
Foochow via Swatow & Amoy	Yingchow	B. & S.	29, Nov.
Swatow, Amoy and Foochow	Sosho M.	O. S. K.	26, Nov.
Bombay via Singapore Port	Kaijo Maru	O. S. K.	3, Dec.
Sham Penang & Colombo	Haichang	D. L.	2, Dec.
Haiphong	Luzon Maru	O. S. K.	6, Dec.
Shanghai & Tsingtau	Sungkiang	B. & S.	26, Nov.
Shanghai, Y'hama, Kobe & Moji	Chenan	B. & S.	24, Nov.
Shanghai	Canton	A. N. Co.	7, Dec.
Tamsui via Swatow & Amoy	Luchow	B. & S.	4, Dec.
Swatow, Amoy & Foochow	Dajin Maru	O. S. K.	30, Nov.
Manila	Haichang	D. L. Co.	28, Nov.
Batavia, Cheribon, Samarang, &c.	Loongsang	J. M. Co.	6, Dec.
S'pore, Pang, R'gon & C'outta	Yunsang	J. M. Co.	29, Nov.
Sandakan	Tjimahi	J. C. J. L.	Q. desp.
	Sanuki M.	N. Y. K.	29, Nov.
	Hinsang	J. M. Co.	29, Nov.

S.O.A.E.O.

FAR EAST OXYGEN & ACETYLENE CO., LTD.

AUTOGENOUS WELDING.

Repair of boilers and hulls, welding of cracks. Renewing of corroded plates by addition of metal. Welding of broken pieces or any kind of metal.
 OFFICE: St. George's Building, 3rd Floor, Telephone 1033. [4]

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For.	Vessels.
Tientsin	Chipshing
Foochow	Haikan
Calcutta	Lova
Tientsin	Kueichow
Australia	Nikko Maru
Straits	Hokuto Maru

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From.	Vessels.
Vancouver	Den of Crombie

CANADIAN MAIL.

The C.P.R. s.s. EMPRESS OF JAPAN left Vancouver on the 19th November.

The C.P.R. s.s. EMPRESS OF INDIA left Shanghai on the 23rd instant, at 4 p.m. and is due to arrive at Nagasaki on the 25th instant, at 8 a.m.

AUSTRALIAN MAIL.

The I. G. M. s.s. COBLENZ left Sydney on the 15th instant, at 2 p.m. and may be expected here on or about the 8th December.

Tao E and A. s.s. EASTERN left Sydney for this Port, via Queensland, Port Darwin, and Manila, on the 19th instant, and may be expected to arrive here on or about 13th December.

GERMAN MAIL.

The I. G. M. s.s. PRINCESS ALICE carrying the German Mails with dates from Berlin of the 29th October, left Colombo on the 16th inst. p.m. and may be expected here on or about the 27th instant.

AMERICAN MAIL.

The s.s. PERSTA will sail from Hongkong on the 24 inst. at 5 p.m. for San Francisco, via Macao, Manila, Nagasaki, Kobe, Yokohama and Honolulu, instead of 13 o'clock noon on the 25th instant as previously planned.

The s.s. KOREA sailed from Yokohama for Hongkong, via Manila, on the 16th instant, at noon. The mails have been transferred to the s.s. EMPRESS OF ASIA which arrived here to-day.

MERCHANT STEAMERS.

The s.s. GLENSTRAE passed the Suez Canal on the 28th ult. for Hongkong via Straits.

The N.Y.K. s.s. HITACHI MARU (European Line) left London for this port via ports on the 25th instant, and is expected here on the 3rd December.

The Ben-Line s.s. BENLIDI from Antwerp, Middlebro, and London, left Singapore on the 17th instant, for this Port and may be expected to arrive here on or about 24th inst.

The American and Manchurian Line s.s. KAFUE left Colombo on the 18th instant, and is due here on the 30th inst.

The N.Y.K. s.s. SADO MARU (American Line) left Seattle for this port via ports on the 4th November, and is expected here on the 7th December.

The N.Y.K. s.s. RANGOON MARU (Bombay Line) left Bombay for this port via Singapore on the 13th instant, and is expected here on the 1st December.

The N.Y.K. s.s. HAKATA MARU (Calcutta Line) left Singapore for this port on the 19th instant, and is expected here on the 24th instant.

The N.Y.K. s.s. TOTTORI MARU (European Line) left London for this port via ports on the 18th inst., and is expected here on the 30th November.

The N.Y.K. s.s. MIYAZAKI MARU (European Line) left Yokohama for this port via ports on the 4th inst., and is expected here on the 17th December.

The N.Y.K. s.s. YOKOHAMA MARU (American Line) left Seattle for this port via ports on the 18th inst., and is expected here on the 21st December.

The N.Y.K. s.s. SANUKI MARU (Calcutta Line) left Kobe for this port via Shanghai on the 20th inst., and is expected here on the 27th instant.

The N.Y.K. s.s. BOMBAY MARU (Bombay Line) left Kobe for this port via Moji on the 21st instant, and is expected here on the 28th instant.

The N.Y.K. s.s. MISHIMA MARU (European Line) left Yokohama for this port via ports on the 19th instant, and is expected here on the 1st December.

The N.Y.K. s.s. HITACHI MARU (European Line) left Colombo for this port via Singapore on the 20th instant, and is expected here on the 3rd December.

The N.Y.K. s.s. KAWACHI MARU (Bombay Line) left Bombay for this port via Singapore on the 18th instant, and is expected here on the 6th December.

VESSELS IN PORT.

Steamers.	Arrival.
Paoting, Br. s.s. 1100, W. J. Barke, 14th instant.—Swatow 15th instant.	
Ballast, Br. s.s. 1020, F. Frode, 16th instant.—Bangkok 17th instant.	
Lookum, Ger. s.s. 1020, F. Frode, 16th instant.—Bangkok 17th instant.	
Rice and Meat, Br. s.s. 1020, F. Frode, 16th instant.—Bangkok 17th instant.	
Haldia, Br. s.s. 1020, F. Frode, 16th instant.—Bangkok 17th instant.	
Loat, Br. s.s. 1020, F. Frode, 16th instant.—Bangkok 17th instant.	
Dorwon, Br. s.s. 1020, F. Frode, 16th instant.—Bangkok 17th instant.	
Sugar—Chinese, Br. s.s. 1020, F. Frode, 16th instant.—Bangkok 17th instant.	
Moshima Maru, Jap. s.s. 8346, M. Yagi, 17th instant.—Yokohama 14th inst.	
Sea products—N.Y.K. s.s. 1020, F. Frode, 16th instant.—Bangkok 17th instant.	
Loat, Br. s.s. 1020, F. Frode, 16th instant.—Bangkok 17th instant.	
Moji 12th instant, Gen.—J. M. and Co.	
Persia, Br. s.s. 2744, J. Hill, 17th inst.—Yokohama 14th inst.	
Gen.—J. M. and Co.	
Dingwall, Br. s.s. 1365, E. Jones, 18th instant.—Bangkok 19th instant.	
Rice—Bumli and Co.	
Waikling, Br. s.s. 1470, G. S. Holmwood, 18th instant.—Bangkok 19th instant.	
18th instant, Gen.—J. M. and Co.	
Kutsang, Br. s.s. 4359, R. C. D. Bradley, 18th instant.—Moji 18th instant.	
Gen.—J. M. and Co.	
Ajax, Br. s.s. 4477, T. S. Thomson, 18th instant.—Victoria B.C. 15th Oct.	
Gen.—B. and S.	
Bayern, Br. s.s. 594, F. S. Biding, 18th instant.—Wakamatsu 13th inst.	
Coal—A. T.	
Hakut Maru, Jap. s.s. 3336, K. Ohba, 18th instant.—Kobe 17th instant.	
Gen.—D. & Co.	
Devawongse, Br. s.s. 1047, C. W. Shearer, 20th instant.—Saigon 14th inst.	
Gen.—A. Buns.	
Tacoma Maru, Jap. s.s. 3330, J. Hamada, 20th instant.—Manila 17th inst.	
Flour and Sugar—O.S.K.	
Mausang, Br. s.s. 1414, G. H. Alcock, 20th instant.—Sandakan 13th instant.	
Gen.—J. M. and Co.	
Fakht, Ger. s.s. 1018, Joh. Wenzel, 20th instant.—Bangkok 13th instant.	
Rice—B. and S.	
Lycemoon, Ger. s.s. 1238, O. Seach, 20th instant.—Saigon 13th instant.	
Rice—Chinese.	
Benmohr, Br. s.s. 3190, J. W. Sarchet, 21st instant.—Milke 16th instant.	
Coal—G. L. and Co.	
Tjilap, Dut. s.s. 538, J. Varelles, 21st instant.—Saigon 14th inst.	
Instant, Gen.—J. C. J. L.	
Hongkong Maru, Jap. s.s. 3462, S. Togo, 21st instant.—Shanghai 19th inst.	
Instant, Gen.—T. K. K.	
Beachy, Br. s.s. 2997, J. F. Turner, 21st instant.—Saigon 9th instant.	
Sugar—Dawall.	
Kwongwai, Ger. s.s. 1119, R. Petersen, 21st instant.—Bangkok 20th inst.	
Rice—B. and S.	
Fukui Maru, Jap. s.s. 3087, H. Tawashi, 22nd instant.—Milke 16th inst.	
Coal—M. L. and Co.	
Lacmedon, Br. s.s. 3950, R. Owen, 22nd instant.—Shanghai 19th inst.	
Gen.—B. and S.	
Chowial, Ger. s.s. 1115, E. Gathman, 22nd instant.—Bangkok 15th inst.	
Rice—B. and S.	
Anna, Nor. s.s. 1070, A. Arntzen, 22nd instant.—Bangkok 11th instant.	
Rice—K. T. S.	
City of Baroda, Br. s.s. 3279, E. Mason, 22nd instant.—Shanghai 19th inst.	
Instant, Gen.—B. L.	

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East:—18, DES VŒUX ROAD, HONG KONG, SHANGHAI: 2-3, Foochow Road, YOKOHAMA: 32, Water Street, MANILA: Manila Hotel.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
 TOURS arranged to ALL PARTS of the WORLD.
 BAGGAGE collected, forwarded and insured at lowest rates.
 LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED
 Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH
 Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.
 Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York.
 And from Manila, Hongkong and Japan to Vancouver (B.O.) and Portland (Or.)

Taking Cargo at Through rates to all European, North Continental and British Ports; also to Africa, India, Oceania, Japan, and other Mediterranean, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

Sithonia.....28th Nov.	O.J.D. Ahlers.....28th Jan.
Emden.....5th Dec.	Saxonia.....11th Jan.
Spezia.....18th Dec.	Spezia.....28th Jan.
Preussen.....27th Dec.	Scandia.....28th Feb.

HOMEWARD.

For V'ce, S'te and/or T. & P. (Or.)	For Havre, Emden & Hamburg
Sithonia.....30th Nov.	Istra.....20th Dec.
For R'dam, Emden & Hamburg	For Marseilles, R'dam & Hamburg
Sambis.....2nd Dec.	Furst Bulow.....27th Dec.
For Havre, Bremen & Hamburg	For Havre, Bremen & Hamburg
Segovia.....2nd Dec.	Altmark.....28th Dec.
For Marseilles, Havre & Hamburg	For Marseilles & Hamburg
Uckermark.....4th Dec.	C. Ferd. Laeisz.....2nd Jan.
For Marseilles, Bremen & Hamburg	For R'dam, Hamburg & Hamburg
Westphalia.....6th Dec.	Goldenele.....8th Jan.
For R'dam Hamburg & Antwerp	
Brasilica.....15th Dec.	

For Further Part

HONGKONG, MONDAY, NOVEMBER 24, 1913, 4.30 P.M.

FAIR EASTERN NAVAL SOUTHBROOK

THIS BEHAVING MALESTY'S SHIPS ON THE CHINA STATION.

[illegible]

WOMAN-OF-WAR ON THE CHINA SEA STATION

IS AN

E-TWORRIES,

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Skilled ad-

ll. Ice House Street.

STATES VESSELS ATTACHED TO AIRCRAFT STATION

City	Year	Population	Area	Population per square mile
London	1851	1,013,012	361	2,806
Paris	1856	1,053,000	251	4,200
Bombay	1868	1,000,000	464	2,155
Calcutta	1873	1,000,000	344	2,907
Manila	1878	257,000	12	21,417
Canton	1883	1,000,000	100	10,000
Canton	1888	1,000,000	100	10,000
Canton	1893	1,000,000	100	10,000
Canton	1898	1,000,000	100	10,000
Canton	1903	1,000,000	100	10,000
Canton	1908	1,000,000	100	10,000
Canton	1913	1,000,000	100	10,000
Canton	1918	1,000,000	100	10,000
Canton	1923	1,000,000	100	10,000
Canton	1928	1,000,000	100	10,000
Canton	1933	1,000,000	100	10,000
Canton	1938	1,000,000	100	10,000
Canton	1943	1,000,000	100	10,000
Canton	1948	1,000,000	100	10,000
Canton	1953	1,000,000	100	10,000
Canton	1958	1,000,000	100	10,000
Canton	1963	1,000,000	100	10,000
Canton	1968	1,000,000	100	10,000
Canton	1973	1,000,000	100	10,000
Canton	1978	1,000,000	100	10,000
Canton	1983	1,000,000	100	10,000
Canton	1988	1,000,000	100	10,000
Canton	1993	1,000,000	100	10,000
Canton	1998	1,000,000	100	10,000
Canton	2003	1,000,000	100	10,000
Canton	2008	1,000,000	100	10,000
Canton	2013	1,000,000	100	10,000
Canton	2018	1,000,000	100	10,000
Canton	2023	1,000,000	100	10,000
Canton	2028	1,000,000	100	10,000
Canton	2033	1,000,000	100	10,000
Canton	2038	1,000,000	100	10,000
Canton	2043	1,000,000	100	10,000
Canton	2048	1,000,000	100	10,000
Canton	2053	1,000,000	100	10,000
Canton	2058	1,000,000	100	10,000
Canton	2063	1,000,000	100	10,000
Canton	2068	1,000,000	100	10,000
Canton	2073	1,000,000	100	10,000
Canton	2078	1,000,000	100	10,000
Canton	2083	1,000,000	100	10,000
Canton	2088	1,000,000	100	10,000
Canton	2093	1,000,000	100	10,000

ADVERTISING COSTS MONEY

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11. Ice House Street.

Telephone No. ONE.

THE HONGKONG HOTEL COMPANY LIMITED.

(Continued from Page 5.)

Mr. Maitland seconded, and the motion was carried.

Dr. Noble says: "The Company did not sell 8/20ths of the new Shares to the new Shareholders."

Company sold new Shares to shareholders, a very different matter. Will Dr. Noble state if there were any shareholders who had to take up their option and there was a balance of shares to the Directors to dispose of the public or to old shareholders in addition to their own ones, which is the same question? Perhaps a broker not employed, so that the old shareholders obtained any such additional shares \$25 instead of something like the market quotation in consequence losing the premium to the Company.

The new shares were issued at 10/- to old shareholders in the portion of 2 new shares for 3 old ones. It is evident there was a balance of obtaining any premium, as the old shares were sold at 8/- divided in March the announcement of the new shares at par. They had paid from 6/- before the new shares were offered and after the payment of a \$3 dividend, there was evidently no rush for new shares, for on 10th May quotations were 71 and 42 and sellers. It will be seen on the day of the announcement of the issue, February 1913, the shares were 70. Three shares were therefore available for \$20 (less \$3 dividend \$20), there was \$50 to pay for the new shares, for the 10th March, together \$31. On 17th, after the call was made, these 3 old shares 2 new shares at 71 and 42 actively would have fetched \$84, together \$207, or by taking up the new issue 14 on 3 old shares. Notice of the difference in premium: on a fully paid \$50 share \$17 on a partly paid \$25 share, practically the same, which states that from the first in the mind there was never any doubt but that the shares would be fully paid and be treated as such shortly for dividend or was it from 1st May they to rank fully as an inducement to take them up? and in all cases *pari passu* with the old shares.

It is quite clear that the old shareholders said—"You can have 10 shares for \$71 or a new share for \$42, which, when we have paid the balance call of 6 months' time, will then be equal with mine and you then have a fully paid share for \$67." Look at these figures; they mean that it was able to buy (if what Mr. Maitland supposes is true) a fully paid share in the same Company as they have done 8 1/2 per cent. per annum (or what they did legally have done 7 1/2 per cent.) on the investment of \$71, partly paid share which has returned 7 1/4 per cent. on and should have returned 8 per cent. on \$67. What does the people who bought the new shares in preference to the old unless they had been in the terms of the resolution, the credit of the Hongkong Hotel as a respectable Company, in the statement of its Chairman of Directors on 26th February 1909, Dr. Noble and Messrs. Maitland and Bowley and such other shareholders, whether they sold or retained their new shares, please take note; or do they consider this and also the resolution proposed by the present directors to be smart business? Do not the sellers eat their cake and have it too? The Articles provide that the directors could have called up the money still call up this money paid on the shares at 14 days' notice under penalty of interest at 10 per cent. per annum, or they could give a further 13 days' notice of failing payment of call and interest may forfeit such shares. It is reasonable to suppose that the shareholders knew at that time of this heavy liability due to the Company, and that they must have made arrangements to meet same, otherwise they would have been in a position to pay money, or more, or less, or to see the slight difference in the premium. There was some grace

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— PHOTOGRAPH —

Contains all the news of the week in a most attractive form and is the paper for mailing to friends at Home. The photograph this week is entitled, "Signal Station, Kowloon."

CONTENTS.

Day by Day	Pages	American Tariff	Pages
Hotel Lists	1-4	Journalist's Death	46-47
Passenger Lists	5	In Charity's Name	48
Steamers	6-8	Rescue at Sea	49-49
Commercial	9-11	The Kashima Maru	49
Share Report	12-13	Canton News	49
Correspondence	14-15	A Hongkong Wedding	49
The Courts	16-20	The Tingrang	49
Telegrams	21-20	Reported Big Failure	49
Leading Articles	30-35	Sanitary Board	50-51
Notes and Comment	36-39	American Sailor's Death	51
Special Articles	40-41	Examination of Officers	51
Sport	42-45	A Double Tragedy	51
		Hongkong Wedding	51

allowed on both sides—6 months the Chairman stated—but I think after that time the new shareholders did kick, and the only reason they did not kick with any effect was because they did not know the law as they do now. It is only fair to state that the Directors do not appear to have known either.

Why this change of attitude on the part of the Directors took place was because they found that they had obtained a contract to provide funds from the new shareholders up to \$200,000 at practically a moment's notice on which they were not paying any interest, dividend or other compensation, and with the help of this advantage they were able to borrow money from the Bank at 6 per cent. Are they going to say now the Bank would have lent without this security?

For the half-year ending 30th June, 1910, \$43,000 was paid away in dividends, viz.: \$3,000 on old shares, and \$1,500 on the new. If the balance call of \$200,000 had been collected on 31st December, 1909, the Company would have saved \$6,000 additional in Bank interest, but the whole 20,000 shares would have been fully paid up. The dividend divisible would have been \$54,000, or \$2.70 per share, i.e., the old shares would have had their dividend reduced from 12 per cent. to 10.8 per cent. per annum then and since.

In June, 1908 (before the new issue), the dividend was at 12 per cent. per annum, on the capital paid up, and this has been maintained ever since except in 1909, when the dividend dropped to 10 per cent. per annum.

Now the contract with the new shareholders was without doubt meant to be, if profits continued to be made on this basis, a 10.8 per cent. dividend on \$400,000, the amount of the new capital, and instead of this the Directors gave a 12 per cent. dividend to the old shares on their full capital paid in and 12 per cent. to the new shareholders, not on their full capital for which they were liable, but on only \$200,000, or half of it. I think Dr. Noble and Mr. Maitland would much prefer to have \$400,000 invested at 10.8 per cent., than \$200,000 at 12 per cent., and stand the risk of having to find another investment for their \$200,000, suitable for realisation at 27 days' notice.

In other words, the contract or bargain was for 8/20ths of the profits and any other value in the assets of which any share in the Company has a right to participate directly or indirectly. The Directors changed this to 5/20ths, not the Company, and the Directors are now trying to get the Company to agree to legalise this reduction. If no reduction is now being attempted, as Dr. Noble states, then why is this new resolution necessary?

Why should the Directors, who are paid to look after the interests of all the shareholders, alike, and not merely the old ones, want to give advantage to one class of shareholder, or partner in the Company, to the disadvantage of the other? For, as will be seen above, this is what it amounts to.

Dr. Noble, in his speech, does acknowledge that the present new shareholders do not want to take advantage of the present old shareholders by demanding an equal dividend without first paying up the balance call. Why was this not made clear in the notice issued by the Directors on 1st October, and again in the undated notice after the meeting on the 25th ultimo, for there is no doubt that shareholders holding only old shares must have received the impression that the new shareholders were legally entitled to, and were demanding, an equal dividend, although only half as much was paid up on the new shares? Dr. Noble adds the new shareholders have not been deceived by the Company, that they got nothing more than half the dividend paid on the old shares, they expected nothing more, so long as the shares were partly paid. Perhaps true, but they did expect more at the end of 6 months from 1st May, 1909, or else they disbelieved what the Chairman told them at the meeting of 26th February, 1909. I am sure the Company did not wish to deceive them, and by this I mean the old shareholders. Does Dr. Noble mean that the Directors did deceive them? I trust for the credit of the Company that he will now acknowledge the Directors made a mistake in making the new contract with the Bank for an extended overdraft at 6 per cent. before completing, and now trying to

(Continued on An Extra.)

Notices

NOTICE.

It is hereby notified that applications are invited for the vacant posts of three PROBATIONER NURSES in the Civil Medical Department. Applications must be in the handwriting of the candidates, accompanied by certificate of character, and be forwarded to the undersigned. For full particulars apply to the Matron at the Civil Hospital. J. T. C. JOHNSON, Principal Civil Medical Officer, Hongkong, 21st November, 1913.

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Some ten pieces of best old Chinese Curios. Cheap rates. May be inspected at Hung On Boarding House, 62, Connaught Road, (1st Floor). Apply to—CHEUNG SAU SUN.

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Capital and Surplus—Gold \$1,000,000

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THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.

Authorized Capital Yen 48,000,000

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Interest Allowed on Current Account.

Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.

Hongkong, 30th Sept. 1913.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

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Paid-up Capital—£1,200,000

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A. S. HEWETT, Acting Manager.

Hongkong, 11th April, 1912.

Notices

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The Office of TRUSTEE, EXECUTOR, OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co. General Managers.

Hongkong, 19th March, 1908.

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 A.M. to 8.00 A.M. EVERY 15 MIN.

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